

New York, July 17.—Silver, 47 1/2c; lead, \$5.62; spelter not quoted; copper, better inquiry; electrolytic, \$19.75 @ 20.00.

Forecast—Utah: Tonight and Sunday fair; cooler in north portion tonight.

German Submarine Attacks Passenger Ship With Torpedoes and Shells

AMERICANS BARELY ESCAPE DEATH FROM HIDDEN GERMAN CRAFT

Sailing Ship With Two American Flags Painted on Side Used as Decoy to Deceive British Captain—Torpedo Whirls Through Water and Barely Misses Great Vessel With Two Hundred and Twenty-seven Passengers—Washington Official Circles Shocked Over the Affair.

New York, July 17.—The British passenger liner *Orduna*, with 227 passengers aboard, twenty-one of whom were Americans, was attacked without warning by a German submarine at 6 o'clock in the morning of July 9, sixteen hours off Liverpool, on her way to New York. Announcement of the attack was made by the ship's captain, Thomas McComb Taylor, and passengers, when the *Orduna* reached here today.

A torpedo was fired at the steamer and missed it by ten yards. Twenty minutes later a submarine rose to the surface, possibly a different submarine from the one that launched the torpedo, and fired a half an hour thereafter pursued the steamer, firing shells which whistled over the decks above the heads of passengers standing there with their lifebelts on.

Ten minutes before the attack a sailing ship, with two American flags painted on her side, was seen ahead. Captain Taylor became suspicious of this craft and began maneuvering his ship. Then came the attack, the warning of which was the streak of a torpedo which whirled through the water and missed the *Orduna's* stern by ten yards or thereabouts.

Stewards ran below and aroused the passengers. With clothes hurriedly fastened haphazard they made for the upper deck. There they were assembled near the bridge. Lifebelts were adjusted and lifeboats swung out. The crew stood ready to launch the boats from a submarine off the starboard quarter there came a shell which kicked up a miniature geyser in the *Orduna's* wake. The submarines had the range.

Captain Taylor turned the stern of the ship toward the assailant and ordered full speed ahead. Within from two to five minutes another shell, this time passing over the heads of the assembled passengers, was fired. As it overshot the mark, its landing place was marked by a rising column of water.

A third shell passed overhead and so close that it seemed to clip a lifeboat. Captain Taylor ordered the passengers to go to a lower deck. They obeyed and the lifeboats were adjusted lower still so that the passengers might step into them without delay. The shelling continued, shots falling about the steamer at intervals of from two to five minutes.

For about half an hour the submarine pursued the liner with the span of water between them lengthening each minute. Seven shots were fired in all. Four of them passed over the decks. The other three fell close to the ship. Then the submarine distanced gave up the chase.

Early Risers Witness Attack.
Early risers who had left their berths to enjoy the fine morning were with the captain on the bridge when the attack began and witnessed the entire episode. Among them was Baron Marcus Rosenkrantz of Denmark, who married Miss Rebekah Loewe of Atlanta, Ga. The baron was with him on the trip, but did not witness the attack.

"Ask the passengers what happened," Captain Taylor said when the *Orduna* docked here today. "I am attached to the royal naval reserve and therefore cannot discuss the matter. Ask Baron Rosenkrantz; he saw the whole thing."

"But there is one question, Captain Taylor, that you can answer and you alone. Were you attacked without warning?"

Not Slightest Warning Given.
"I did not have even the slightest warning of the attack," he replied. "Beyond that I will say nothing."

Baron Rosenkrantz, one of a group with the captain on the bridge, described the attack in detail.

"We left Liverpool about 2:30 o'clock on the afternoon of Thursday, the eighth," he said. "At 5:55 by my

watch the first missile, a torpedo, was fired.

Sailing Ship for Decoy.
"A few minutes before that, however, we saw a small sailing ship just ahead of us. She had two American flags painted on the side that was turned to us. She was broadside to us and seemed to be beating up the wind. We could see her over the bows."

"Captain Taylor apparently became suspicious of this boat. We noticed that the course of the ship was immediately changed so that the little vessel ahead would be a given berth. I could see that we would pass far astern of her if we kept to the new course."

"Some of those aboard believed that the sailing ship was hiding a submarine behind her. Of this I can't say."

Thomas Graham of Liverpool, one of the passengers on deck at the time, interrupted Baron Rosenkrantz to express his firm conviction that such was the case.

Saw Wake of Torpedo.
"We passed the sailing ship at a considerable distance. Having done this, most of us forgot her," Baron Rosenkrantz continued. "A few minutes after we had left her behind, I looked through my glasses over the sea and saw a white streak coming toward us through the water. I wasn't sure at first it was a streak, such as the wake of a torpedo or the periscope of a submarine, but the question was soon settled."

"It was a torpedo. We could see it coming towards us at high speed. When it appeared to be half a mile ahead and a second afterwards to swerve to one side. It looked as if the torpedo would strike us aft. But it didn't. It passed more than ten yards behind the rudder, churning up a white wake of foam, as it passed by."

The passengers, including Baron Rosenkrantz, turned their glasses then upon the sailing ship and tried to make out her name. Mr. Graham said he thought she was "Normanie." He could not see clearly the letters painted on her but was reasonably certain that it was the "Normanie" or a name similar to that.

Maritime records contain no *Normanie* in the list of sailing vessels. A near approach to this name, however, is that of the American bark *Normandy*.

Story of the Normandy.
In this connection it was recalled here today that the *Normandy* reached Liverpool on July 12, three days after the attack on the *Orduna*, at the end of a voyage from Gulfport, Miss. On her arrival at Liverpool, numbers of her crew said she was stopped by a German submarine, sixty miles southwest of Tuscarora rock, off the southeast coast of Ireland, Friday night, July 9, and was forced to act as a shield for the submarine under threat of destruction should she refuse.

This occurred, the *Normandy's* crew said, on the night of July 9. The *Orduna* was attacked on the morning of July 9 and the scene of the attack was about 20 miles distant from the spot where the *Leo* was sunk.

Captain Denies Story.
The captain of the *Normandy*, however, specifically denied the story told by the members of the crew. The bark was stopped by the sub-

marine, he said, but was allowed to proceed with some of the *Leo's* crew. Resuming his narrative of the affair, Baron Rosenkrantz said:

"A short time after the torpedo had clipped past the *Orduna's* port it may have been half an hour, a submarine came into sight. We were not especially surprised to see her but what did surprise us was her location. The torpedo had come at us from the port and the submarine which now loomed up was abaft our starboard quarter. May have been another submarine."

"This may have been accounted for by the fact that Captain Taylor had been speeding the *Orduna* in a zig zag course. Possibly it was another submarine. I don't know."

"At any rate she opened fire on us immediately. She seemed to have the range, too. The first shell fell uncomfortably close and threw up a mountain of water. Captain Taylor swerved again and showed the submarine only the liner's stern, making as small a target as possible."

Passengers Are Warned.

"Before the first shot was fired, however, after the torpedo missed us, stewards ran to the state rooms and told the passengers to get ready. Most of the passengers were asleep. They dressed hurriedly some of them with the assistance of stewards and stewardesses and when the first shot was fired were assembled on the upper deck, each passenger at his allotted place at the lifeboats. As a further precaution, each passenger put on a lifebelt."

Captain Calls for Aid.

"The second shot passed over the heads of these passengers. We could hear the scream of the shell. Apparently the submarine was aiming at the bridge and the wireless. We heard the wireless crackle and afterwards learned that the captain had sent out a wireless call for help."

"The third shot came within a few minutes—not more than five. It passed very close over the deck. In fact it seemed to graze one of the lifeboats aft. In a few seconds the officers shouted an order, not excitedly but calmly and as if the order was just an everyday affair. There appeared to be no excitement on the surface. All aboard, passengers, crew and officers, seemed outwardly calm."

Orders Quickly Obeyed.

"All passengers to the deck below" was the order. It was obeyed quickly and without excitement. As the passengers went down the steps, the lifeboats were lowered a few feet to the level of the deck below. The passengers assembled in their places at the lifeboats as before.

"I went below with my wife, but couldn't see very well so came back upon the upper deck and looked through my glasses at the submarine. I tried especially to get some clue as to her identity but couldn't. The sun was shining and the sea was smooth, but I failed to find out anything more than the vessel, which attacked us, was a submarine."

Real Chase Begins.

"After the third shot, the real chase began. Through my glasses I could see the submarine coming fast with a bone in her teeth, with the spray of the waves washing back over her bows. A fourth shot whistled over our heads."

"The *Orduna* was gaining. She ran a zigzag course, all the time showing the submarine only the stern, and outmaneuvering her pursuer. The distance between us grew longer, the shots became fewer and finally, after about half an hour, the chase ceased altogether and the submarine disappeared."

Washington Is Shocked.

Washington, July 17.—News of the attack on the *Orduna* upsets the theory of some officials here that Germany, while not yielding in the American diplomatic demands that unarmed ships be warned of attack in accordance with international law, was in practice observing that procedure.

The view that Germany would conduct her submarine warfare in accordance with the principles for which the United States contends, has been so confidently entertained in official quarters that the attack on the *Orduna* came as little less than a shock.

NEW WORLD RECORD FOR BACK-STROKE

San Francisco, July 17.—Harry Heber of the Illinois club of Chicago established a new world record for the 150 yard back stroke in the Pan-Pacific exposition indoor swimming championship meet last night, it was announced today. His time was 1:53.35 which is one-fifth of a second less than that made by Weckesser of Belgium, who held the world record.

Heber holds the American record in this event at 1:49.35 but time was not allowed by the international records committee as it was not made in a 75-foot tank.

Duke Kahanamoku of Honolulu, who won two events last night, was entered in the various events to be contested tonight. Other contestants included Perry McGilivray and Arthur Rathel of the Illinois Athletic club of Chicago; J. Wheatley and L. G. Goodwin of the New York Athletic club and Herman Leub's of the Missouri Athletic club of St. Louis. The meet will close tonight.

BRITISH REPORT ON LUSITANIA

Court of Inquiry Finds That Torpedo of German Submarine Caused Disaster.

SHIP WAS UNARMED

Steamer Carried General Cargo—Was No Explosion of the 5000 Cases of Cartridges.

London, July 17, 10:45 a. m.—"Torpedoes fired by a submarine of German nationality" caused the loss of the steamship *Lusitania* and its passengers, according to the findings of the court of inquiry appointed to investigate the disaster.

The court held that no blame for the tragedy attached either to Captain Turner, commander of the vessel, or the Cunard line, the owners. "After having carefully inquired into the circumstances of the disaster," says the formal report of the court, "the court finds the loss of said ship and lives was due to damage caused by the ship by torpedoes fired by a submarine of German nationality."

"In the opinion of the court the act was done not merely with the intention of sinking the ship, but also with the intention of destroying the lives of the people on board."

Ship Was Unarmed.

Other salient features of the report are that the lifeboat and lifebelt facilities were adequate; that the demeanor of the crew was above all blame and that the conduct of the passengers, barring a slight panic when the steersman passengers came on deck, was praiseworthy. The court also found that the ship was unarmed and that the ammunition aboard consisting of only five thousand cases of cartridges from which there was no explosion.

A small gathering composed almost entirely of survivors of the *Lusitania* and their relatives listened to the reading of the findings by Baron Mersey of Tootlieth.

American Survivors Indignant.

There was a distinct disappointment to the American survivors who expressed indignation at the action which exonerated Captain Turner and the Cunard line from all blame and commended the discipline of the crew.

Several attorneys representing American clients listened closely to the reading of the judgment, which may have a great effect on actions brought against the steamship company.

Among the spectators were Walter Webb-Ware, representing the Vanderbilt family; Major F. Warren Pearl and Mrs. Pearl of New York; and F. B. Jenkins of Chicago, survivors; and William Crichton of New York, whose wife was lost.

Before the reading began, Major Pearl expressed the opinion that the decision would sharply condemn the officers of the ship and of the Cunard line for negligence.

No Incompetence of Officers.
"No doubt there were mishaps in handling the ropes of the boats," Lord Mersey said, "but in my opinion there was no incompetence or neglect."

Baron Mersey found that Captain Turner was fully advised by the British admiralty as to the best course to follow and added in some respects he did not follow these. The court pointed out, however, that the admiralty instructions were not intended to prevent Captain Turner from exercising his individual judgment and that his failure to follow the admiralty's advice to the letter was no reason for blame.

The reduction of the *Lusitania's* speed from 24 1/2 to 21 knots still left the vessel faster than any other boat on the Atlantic, said Baron Mersey, and he found there was no reason to blame the Cunard company for this economy during war time.

Relative to the admiralty instructions the court said this phase of the inquiry was in camera and that it would be contrary to public interest to discuss it.

Lord Mersey's Judgment.
Lord Mersey in handing down the judgment said in part:

"The captain of the ship, Mr. Thomas Turner, gave his evidence thoroughly, fully and well. I am quite satisfied that the two captains and two officers and the men did their duty. Captain Turner stayed on his ship until he was swept into the sea and Captain Anderson was working on deck until he went overboard and was drowned."

Member of Crew Praised.

The court here praised Leslie M. Morton, a member of the crew who shipped at New York and who was acting as extra lookout man at the time the *Lusitania* was torpedoed, saying:

"He was only 18 years old, but he seems to have exhibited great courage, self-possession and resource. He was the first to observe the approach of the torpedoes and before they had touched the ship he had reported them to the bridge by means of a telephone."

Though knocked off his feet when

SHE FINDS GERMANY IS IN EXHALATION



Miss Angela Morgan.

"The whole people seem to be living in a state of wonderful exhalation," says Miss Angela Morgan, the poet, who has just returned from Germany after attending the Women's Peace Conference at The Hague.

a torpedo hit the *Lusitania* and later having to swim for his life, Lord Mersey said the youth, aided by a member of the crew named Perry, righted a collapsible boat and was instrumental in saving nearly a hundred lives.

The court here analyzed the passenger list, giving the saved and lost by sex and by nationality and commenting on the lack of a general panic. He said:

"Some passengers attempted to assist in launching the boats and in my opinion they did more harm than good. It is, however, quite impossible to impose any blame to them. They were all working for the best."

General Cargo Aboard.

"The cargo was a general cargo of the ordinary kind, but a part consisted of cases of cartridges—about 5,000. This ammunition was stored well forward on the upper and lower decks and about fifty yards away from where the torpedo struck the ship."

Lord Mersey then reiterated that the *Lusitania* carried no masked guns nor troops.

The warnings issued by German before the ship left, he found, only aggravated the crime of her sinking.

Explaining the curtailment of speed, Lord Mersey said the *Lusitania* had made five successive trips in this fashion before the disaster "and in decision would sharply condemn the officers of the ship and of the Cunard line for negligence."

Lord Mersey described at some length the events immediately preceding the torpedoing of the vessel giving her speed as eighteen knots and recounted details regarding the position of the ship as testified by Captain Turner.

Continuing, he said: "The blow of the first torpedo broke number five lifeboat to splinters. A second torpedo was fired almost immediately afterward which also struck the ship on the starboard side. The two torpedoes struck the ship almost simultaneously."

German Government Bitterly Assailed.
Lord Mersey bitterly assailed the German government, saying the act was "a murderous attack because it was made with a deliberate and wholly unjustifiable intention of killing the people on board."

Of the testimony of a second cabin passenger, a witness describing himself as a French subject who stated that he had heard an explosion similar to the rattling of a maxim gun, Lord Mersey said:

"I do not believe this gentleman. His demeanor was very unsatisfactory and there was no confirmation of his story. It may be worth noting that neither the Masconi operator who was in the second dining room, spoke of but one explosion. In my opinion there was no explosion of any part of the cargo."

KING VICTOR HAS SIGNED A DECREE

Rome, via Paris, July 17, 1:45 p. m.—Announcement was made today that King Victor Emmanuel had signed a decree appointing Signor Barzilella a member of the house of deputies and a member of the cabinet without portfolio.

A Rome dispatch received in Paris a few days ago stated that Signor Barzilella would be appointed civil governor of Austrian territory occupied by Italians.

NEW GERMAN OFFENSIVE OF HUGE PROPORTIONS STARTED

Vast Envelopment of Russian Army Planned—Teutons Headed for Riga, Great Russian Seaport and Strategic Metropolis on the Upper Baltic—Bloody Fighting All Along New Line—Germans Leave Trail of Destruction From Memel to Libau.

CROWN PRINCE'S VICTORY WAS SMALL

Gained a Few Hundred Yards in the Argonne, But Failed to Penetrate French Lines—Italians Defeat Numerous Attacks of Austrians—Petrograd Admits Advance of Germans—Muscovites Holding Lines North of Warsaw.

Paris, July 17, 2:35 p. m.—The French war department statement said:

"In the region of the north of Arras the cannonading continued during the night. It was particularly violent to the north of Souchez and between Neuville and Rocqucourt."

"In the Argonne there was bomb and petard fighting in the region of Marie Therese."

Violent cannonading occurred at the ravine of Meurissons. Two German attacks against our positions on the side of Hill 235 (west of Beauriville) were repulsed.

"On the heights of the Meuse the bombardment of Eparges and of the region of Songaux, reported in the last statement, continued during the night."

Germans Repulsed in Lorraine.
"In Lorraine the Germans, about 1 a. m., delivered a new attack against our trenches in the district southeast of the forest of Parroy. The assailants were dispersed."

"In the Vosges the enemy last night launched an attack upon the positions which he had lost at Ban de Sapt. It was checked by our curtains of artillery fire and the fire of our machine guns."

"A coup attempted by the Germans at 11 p. m. upon our works at the Tournais farms (1500 meters northwest of the village of Bonhomme) was completely defeated."

REVIEW OF WAR SITUATION.

London, July 17, 10:28 a. m.—A new German offensive of huge proportions, with Riga, a great Russian seaport and the seat of the government general of the provinces, as its objective, is revealed in the latest official statement issued at Petrograd and Berlin.

Military experts here construe the offensive to be a vast envelopment movement in which the Germans are making a great effort to destroy the Russian army.

German Forces at Windau.
Both the German and Russian communications agree that the German forces are at the Windau river, near Goldingen, which is only 80 miles from Riga, the great strategic commercial metropolis on the gulf of Riga and on the upper Baltic.

Bloody Fighting Reported.
An official statement received this morning from Petrograd adds details of sanguinary fighting all along the new line in efforts to hold back the German advance which now is being concentrated on Riga and on Warsaw.

Advices reaching London today say that the Germans left a trail of destruction along the Baltic from Memel to Libau, where the villas, hotels and casinos are said to have been destroyed. About the only exception, it is said, being the palace of a Polish nobleman whose cousin married an American woman. The palace now is being used as a military headquarters in which Prince Henry of Prussia and Field Marshal von Hindenburg recently conferred on the new offensive towards Riga.

Crown Prince Victory Small.
The Crown Prince Frederick William's drive in the Argonne now is accepted as a small success, in gaining a few hundred yards of trenches, but as a failure in attaining its real objective, a decisive penetration of the French line.

The ominous attitude adopted by the Welsh coal miners caused serious apprehension.

Russian Lines Holding.
Russian lines are holding well immediately north of Warsaw where the greatest force of the Teutonic move against the Polish capital is being exerted, according to the latest official statement from Petrograd. Attacks by "important forces" west of the river Orzye have been repulsed with heavy losses, the Russians claim, and inspections where gains were made by the Germans their further advance was arrested.

German Advances Conceded.
Withdrawal of the Russian forces between the Piza and Orzye rivers to new lines along the Narew in the face of General von Hindenburg's attacks is admitted by Petrograd. Continuation of the German advance in Courland also is conceded. Increasing importance is attached by military ob-

servers abroad to this movement in the Baltic provinces.

Field Marshal von Mackensen's army that swept through Galicia is giving signs of renewed activity in pursuance of the assumed plan of the Teutonic forces to attack simultaneously all along the sweeping 800 mile front from the Baltic to Bessarabia. Unofficial reports through Geneva declare that at the lower end of this line Austrian troops who crossed the Dniester have been driven back to the other bank where their retreat is being turned into a rout.

Austrian Attacks Defeated.
Fighting on the Austro-Italian front has resulted in few recent changes of positions, according to latest reports from Rome. Numerous attacks by the Austrians on the Italian advanced positions are recorded, all of which are declared to have been repulsed.

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LATINS REPULSE AUSTRIAN FORCES

Italians Drive Back Enemy in High Mountain Passes—Determined Attacks Made.

Rome, via Paris, July 17.—3:30 p. m.—A statement given at the Italian headquarters signed by Lieutenant General Count Cadorna and dated July 16, reads as follows:

"In the upper Val Camonica the enemy having advanced through Venetian and Brizio passes, made an attack in force against our positions near Rifugio Garibaldi but was repulsed with loss, leaving a few prisoners in our hands."

Fighting in High Mountain Passes.
"Our troops after driving back the adversary occupied the two passes which are at a height of more than ten thousand feet."

"In Carina the enemy profling by fog and darkness delivered during the afternoon and evening of July 14 two determined attacks on Mount Cogliano and Mount Pizzo Avostano. Both attacks were repulsed. The enemy's ascertained loss was 33 dead including one officer."

"In the Isarco region the situation at Preppa is unchanged. The enemy by small attacks especially at night and by heavy artillery fire has continually sought to cause losses, to hamper our slow advance and above all to force our batteries to reply and thus reveal our positions."

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LIBERTY BELL IN SAN FRANCISCO

Historic Relic Ends Triumphant Journey of 5,200 Miles Across Country to Remain Until December.

San Francisco, July 17.—The Liberty bell's triumphant journey of 5,200 miles across the continent from Philadelphia was to reach a climax today in its welcome at the Pan-Pacific exposition where it will be hung to remain until December.

Noisy whistles and clanging bells throughout the city, salute of guns from battleships stationed in the bay, many bands playing patriotic airs and thousands of citizens of San Francisco and California were to extend a greeting to the famous bell.

The ceremonies of the day had been arranged to begin with a civic and military parade through the city to the exposition grounds. Champ Clark, speaker of the house of representatives, was to make the principal address.

A crowd which waited at the depot several hours last night cheered the relic on its arrival at midnight.

Hermitage Coupon

Cut out this coupon and buy as many tickets as you want for 15 cents each to the Hermitage and back. They are good for any day in July, 1915, except Sundays and July 24th. For sale only at The Standard Office. Get up your picnic parties this month.